SAN FRANCISCO DEPARTMENT OF CITY PLANNING 100 LARKIN STREET · SAN FRANCISCO, CALIFORNIA 94102
(415) 552-1134

SAN FRANCISCO PUBLIC LIBRARY
3 1223 03627 3978

NOTICE THAT AN ENVIRONMENTAL IMPACT REPORT IS DETERMINED TO BE REQUIRED

Date of this Notice: March 12, 1982

Lead Agency: City and County of San Francisco, Department of City Planning
100 Larkin Street, San Francisco, CA. 94102

Agency Contact Person: Sally E. Maxwell, Susana Montaña Tel: (415) 552-1134

Project Title: 81.400E: Olympic Club Hotel

Project Sponsor: Portman Properties

Project Contact Person: Stanley Steinberg, Glenn Isaacson

Project Address: 500-524 Post Street

Assessor's Block(s) and Lot(s): Lots 4 and 5 in A/B 297

City and County: San Francisco

Project Description: Construct a 293,500 square foot, 24 story, 374 guest room hotel with 202 parking spaces after demolishing a three-level parking garage; requiring Conditional Use authorization, Discretionary Review, and possibly a Zoning Map change to exceed the height limit.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15081 (Determining Significant Effect), 15082 (Mandatory Findings of Significance) and 15084 (Decision to Prepare an EIR), and the following reasons, as documented in the Initial Evaluation (initial study) for the project, which is attached:

Deadline for Filing of an Appeal of this Determination to the City Planning Commission: March 22, 1982.

An appeal requires 1) a letter specifying the grounds for the appeal, and 2) a $ 35.00 filing fee.

Alec S. Bash

Alec S. Bash, Environmental Review Officer

ER5 6/80

F
1.557
93

5/S

SAN FRANCISCO
PUBLIC LIBRARY

REFERENCE
BOOK

Not to be taken from the Library

SAN FRANCISCO SAN FRANCISCO SAN FRANCISCO SAN FRANCISCO DEPARTMENT OF CITY PLANNING 100 LARKIN STREET · SAN FRANCISCO, CALIFORNIA 94102

FINAL INITIAL STUDY

OLYMPIC CLUB HOTEL
SAN FRANCISCO

81.400E

March 1982

D REF 711.557 OL93

Olympic Club Hotel :
final initial study /
1982.

3 1223 03627 3978

S.F. PUBLIC LIBRARY

TABLE OF CONTENTS

Page

I. PROJECT DESCRIPTION 1

II. POTENTIAL ENVIRONMENTAL EFFECTS 4

III. ENVIRONMENTAL EVALUATION CHECKLIST 6

A. GENERAL CONSIDERATIONS 6

B. ENVIRONMENTAL IMPACTS 10

1. Land Use. 10
2. Visual Quality and Urban Design 11
3. Population/Employment/Housing 12
4. Transportation/Circulation. 13
5. Noise 14
6. Air Quality/Climate 16
7. Utilities and Public Services 17
8. Biology 20
9. Land. 20
10. Water 21
11. Energy/Natural Resources. 22
12. Hazards 23
13. Cultural. 23

C. MITIGATION MEASURES. 24

D. ALTERNATIVES 27

E. MANDATORY FINDINGS OF SIGNIFICANCE 28

LIST OF FIGURES

Page

1. Project Site and Vicinity 2

2. Street Level Plan 3

3. Post Street Building Elevation 7

4. Lobby Level Plan 8

5. Post Street Section 9

OLYMPIC CLUB HOTEL INITIAL STUDY
(Initial Study)

Project File No. 81.400E
Address: 500 Post Street

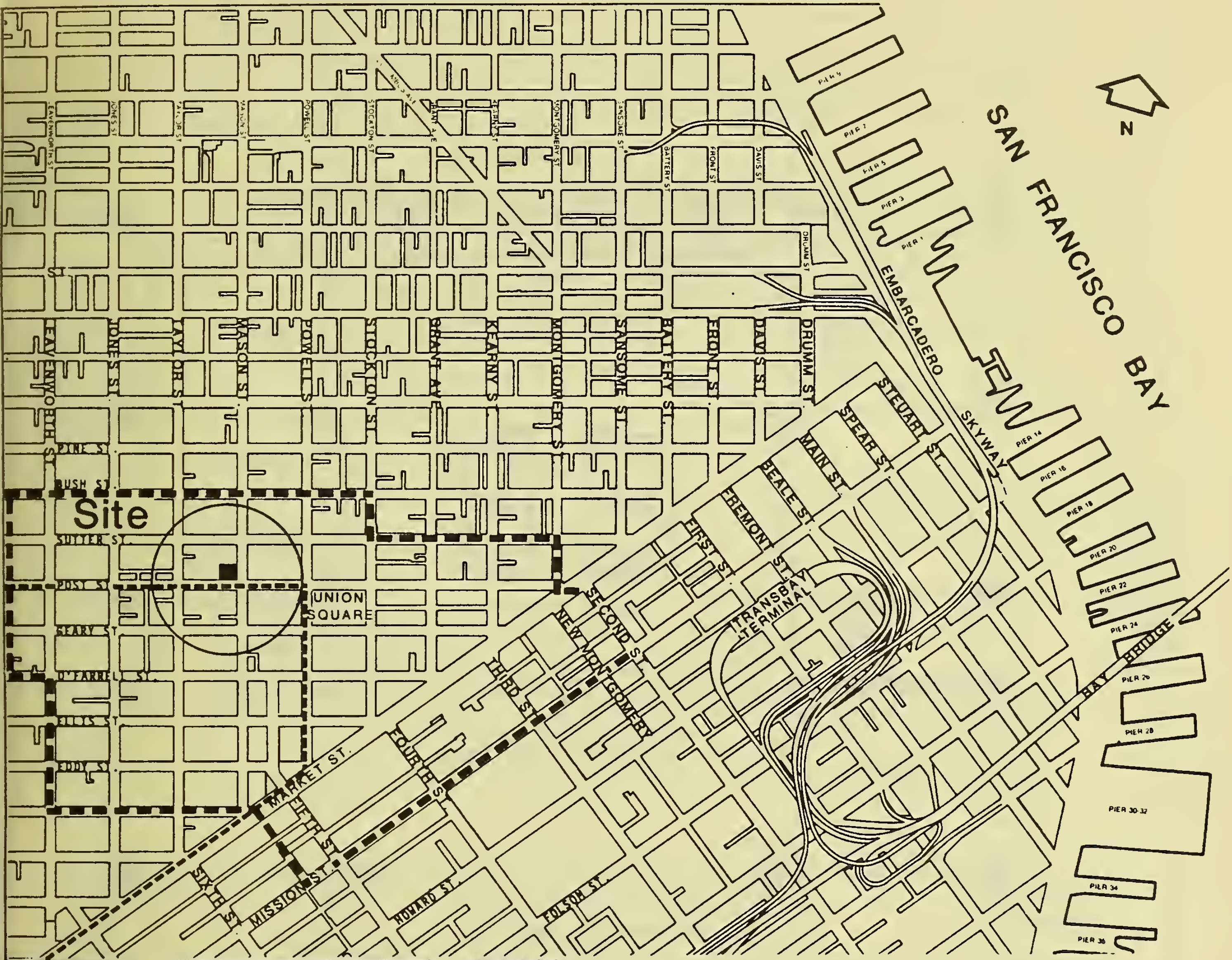
Title: Olympic Club Hotel
Assessor's Block 297, Lots 4,5

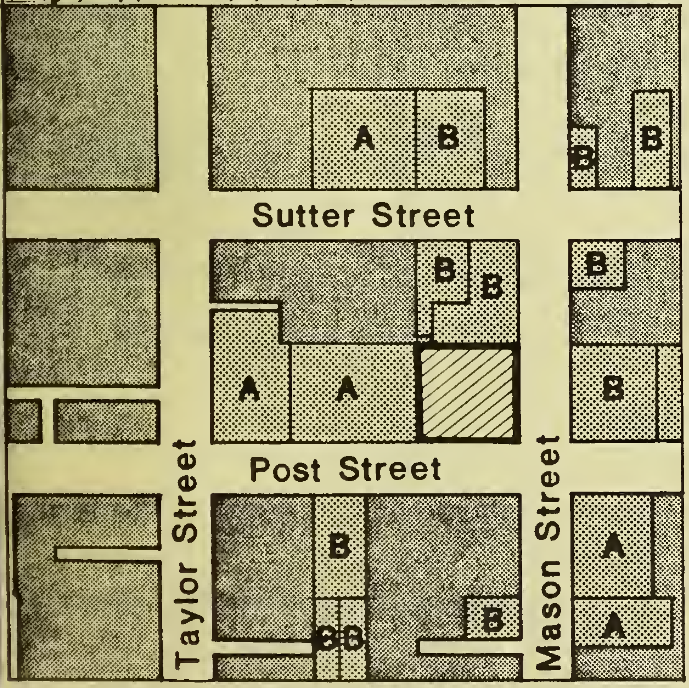
I. PROJECT DESCRIPTION

Portman Properties of Atlanta, Georgia proposes to build a 22-story, 374-unit luxury hotel at 500 Post St., in the vicinity of Union Square (see Figure 1). The 293,481 sq. ft. project would have access on both Post and Mason Sts. (see Figure 2, p. 3). The proposed hotel would cater to small groups, businesses, and independent travelers. The project would include 17 guest-room levels, a ballroom, meeting rooms, a coffee shop, a gourmet restaurant, a "sidewalk" cafe, a rooftop observation deck, a newsstand, a gift shop, a five-level subsurface parking garage, and other amenities. A distinctive feature of the project would be a central atrium rising from the lobby level to the rooftop garden on the 22nd floor.

The project's maximum centerline height above street level would be about 278 feet; its maximum plan dimension would be 137 feet; and its maximum diagonal dimension would be 194 feet. The project's Floor Area Ratio (FAR) would be about 10.2:1. Its facade would echo the keystone arches of some of the windows in the adjacent Olympic Club Hotel at 524 Post St. The exterior finish would be brick similar in color and style to that of the Olympic Club. The project would make no use of reflective glass or high-intensity lighting. Pedestrian amenities would include street trees and sidewalk plantings.

The 42,281 sq.-ft. project site, owned by the Olympic Club, consists of Lots 4 and 5 in Assessor's Block 297. Lot 4 forms the southeastern corner of the project block, with frontage on both Post and Mason Sts; the proposed hotel would be located entirely on Lot 4. An existing 202-stall public parking garage and car rental agency on Lot 4 would be eliminated by the project. Lot 5, with an area of 23,382 sq. ft., is occupied by the 139,000 sq. ft. Olympic Club, which would be retained; renovation of this building may be undertaken subsequently, but is not part of the project.





Above: Site Location

Left: Lot/Block Plan

LEGEND

▨ Project Site

A Heritage Buildings
(Letter indicates Heritage rating.)

▬ ▬ ▬ ▬ ▬ Union Square Hotel District

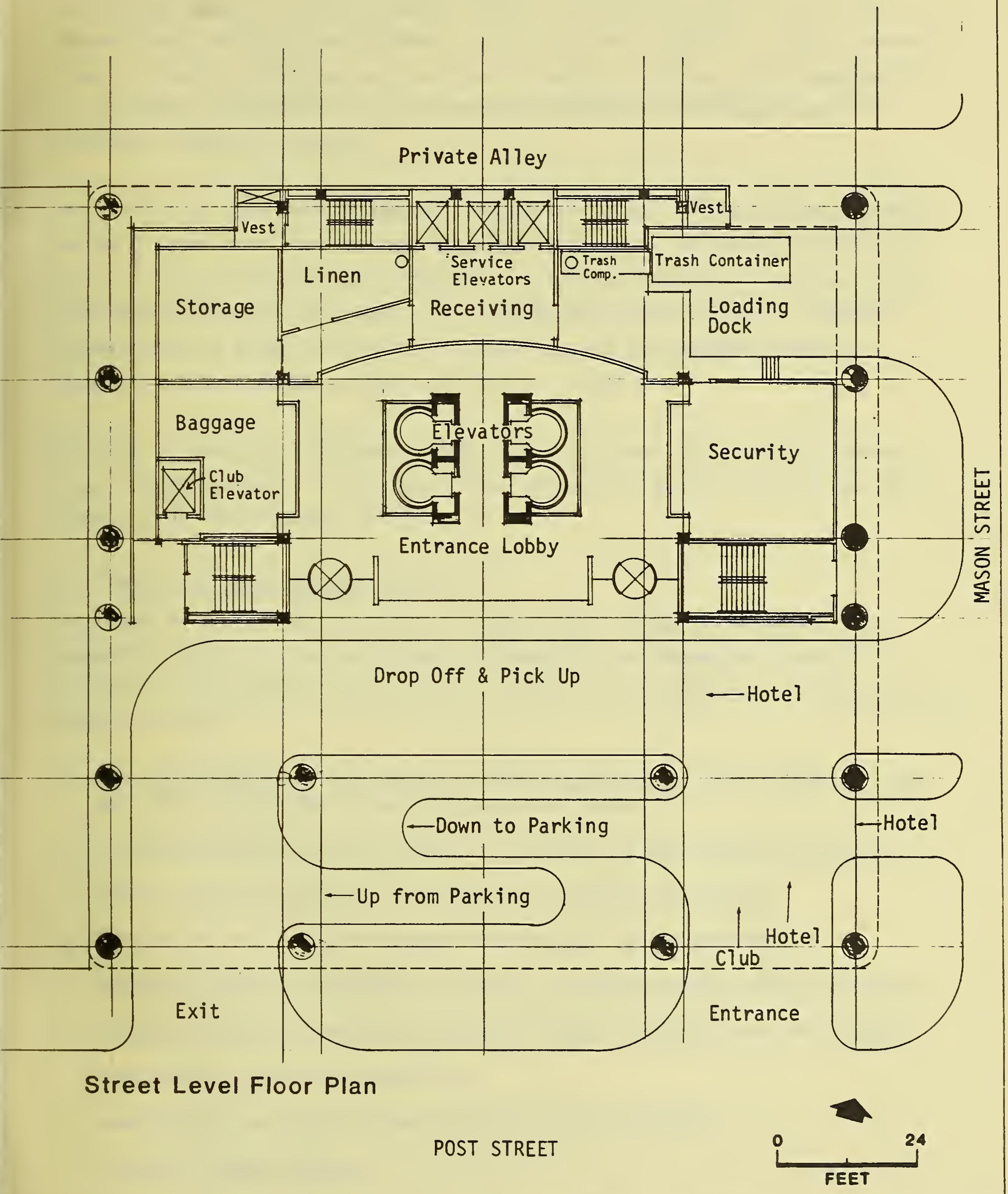
- - - - - - - - Tenderloin (North of Market Planning Coalition, 1981)

FIGURE 1: Project Site and Vicinity

SOURCE: Environmental Science Associates, Inc.

Digitized by the Internet Archive
in 2014

https://archive.org/details/olympicclubhotel1219sanf



SOURCE: John Portman and Associates

FIGURE 2: Street Level Plan

The project would be located about a block from Union Square in the Union Square Hotel District (see Figure 1, p. 2). Nearby land uses include private clubs, a church, transient and residential hotels, offices, and restaurants. The proposed hotel would be within walking distance of Chinatown and the Downtown Financial District.

The site is in the Downtown General Commercial (C-3-G) District, where hotels are an allowed use. The maximum basic FAR allowed in the C-3-G District is 10:1. The project would be in the 240-H Height and Bulk District, where the allowable building height is 240 ft., the maximum plan dimension (length) allowed above a height of 100 ft. is 170 ft., and the maximum diagonal dimension allowed above a height of 100 ft. is 200 ft.

The site is owned by the Olympic Club; Lot 4 is leased to a parking garage. Upon project approval, a long-term lease between Portman Properties and the Olympic Club would become effective.

II. POTENTIAL ENVIRONMENTAL EFFECTS

The proposed project was examined in this Initial Study to determine its potential effects on the environment. Potential environmental issues associated with project implementation that will be addressed in an EIR on the project include:

- The relationship of the project to the Comprehensive Plan, Planning Code, and other adopted environmental plans and goals;
- The relationship of the project to land uses in the project vicinity;
- Project height and bulk, in relation to adjacent buildings;
- Obstruction of views from adjacent buildings by the project;
- Project effects on population, housing, and employment in San Francisco;
- Vehicular traffic, parking, and public transit impacts from the project;
- Construction noise and vibration;
- Construction and traffic-generated air quality effects;
- Wind and shadow effects;

- Glass panels falling from the structure as a result of seismic activity;
- Effects of construction dewatering on adjacent buildings;
- Energy conservation;
- Effects on culturally significant structures adjacent to the site;
- Effects of cumulative traffic, pollutant emissions, and energy consumption increases in the downtown area in relation to the project; and
- Growth inducement.

The following potential environmental impacts were determined either to be insignificant or to have been mitigated through measures included in the project design, and will not be addressed in the EIR on this project:

Glare: The project would contain no reflective glass or high-intensity lighting, so it would impose no reflection or glaring light on adjacent properties

Operational Noise: Project operation would not perceptibly increase noise levels in the project vicinity.

Utilities and Community Services: The proposed project would increase demand for utilities and public services, but would not require additional resources.

Biology: The proposed project would not affect any plants or animals.

Land: Appropriate construction measures included in the project would mitigate any potentially hazardous geologic or soils conditions identified on the site.

Water: The proposed project would increase water use on the site by approximately 58,000 gallons per day. The quality of surface runoff is expected to improve because water would be directed to storm drains without coming in contact with grease and oil from parked cars.

Hazards: The project would neither cause nor be affected by hazardous uses or health hazards, other than those discussed for air quality effects. The project sponsor would prepare an Emergency Response Plan in coordination with the City.

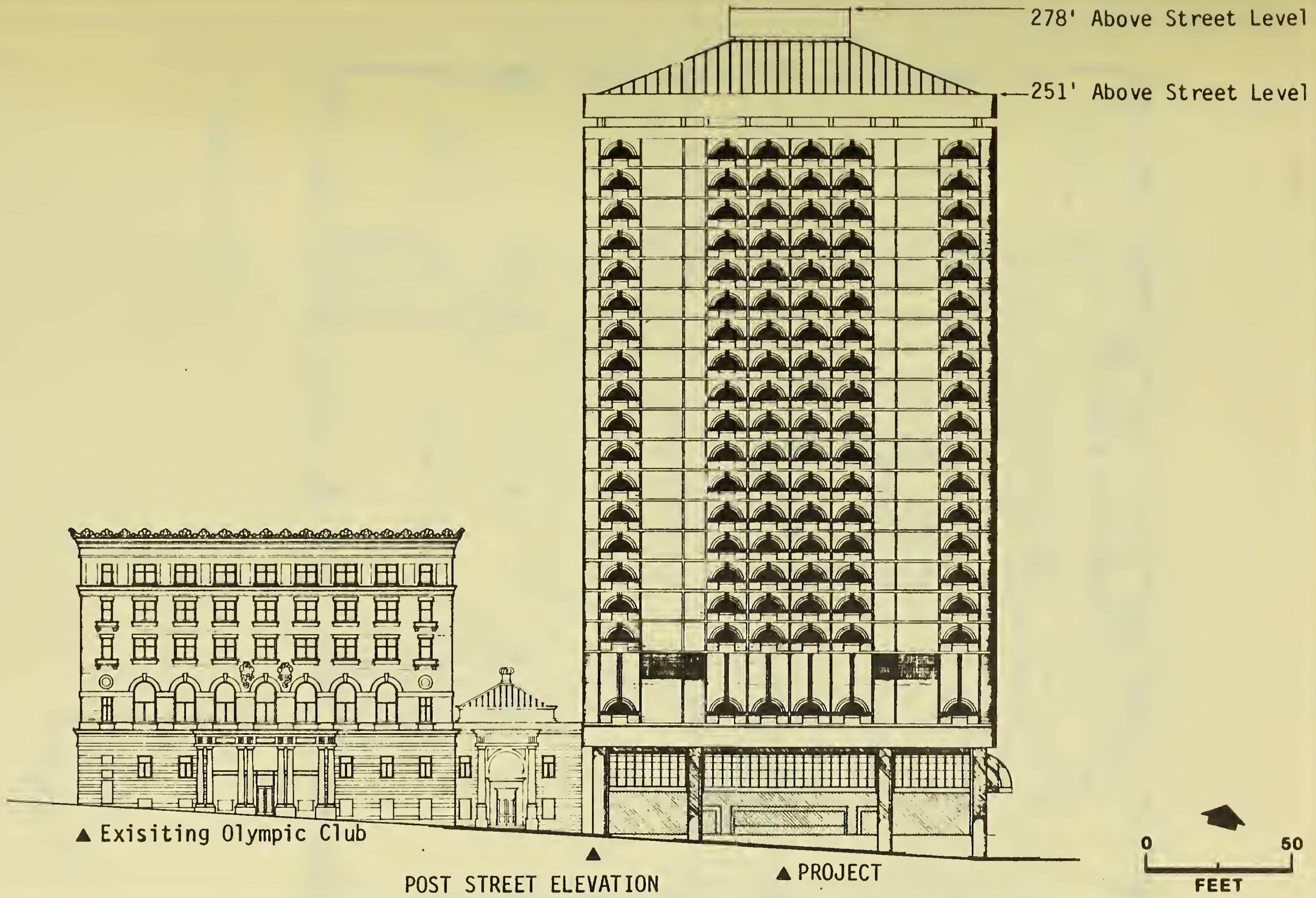
Archaeological Resources: The project sponsor has agreed to a mitigation measure that would protect any archaeological resources found on the site.

III. ENVIRONMENTAL EVALUATION CHECKLIST

A. GENERAL CONSIDERATIONS:	Yes	Maybe	No	N/A	Disc.
1. Would the project conflict with objectives and policies in the Comprehensive Plan (Master Plan) of the City?		X			X
2. Would the project require a variance, or other special authorization under the City Planning Code?	X				X
3. Would the project require approval of permits from City Departments other than DCP or BBI, or from Regional, State or Federal agencies?			X		X
4. Would the project conflict with adopted environmental plans and goals?		X			X

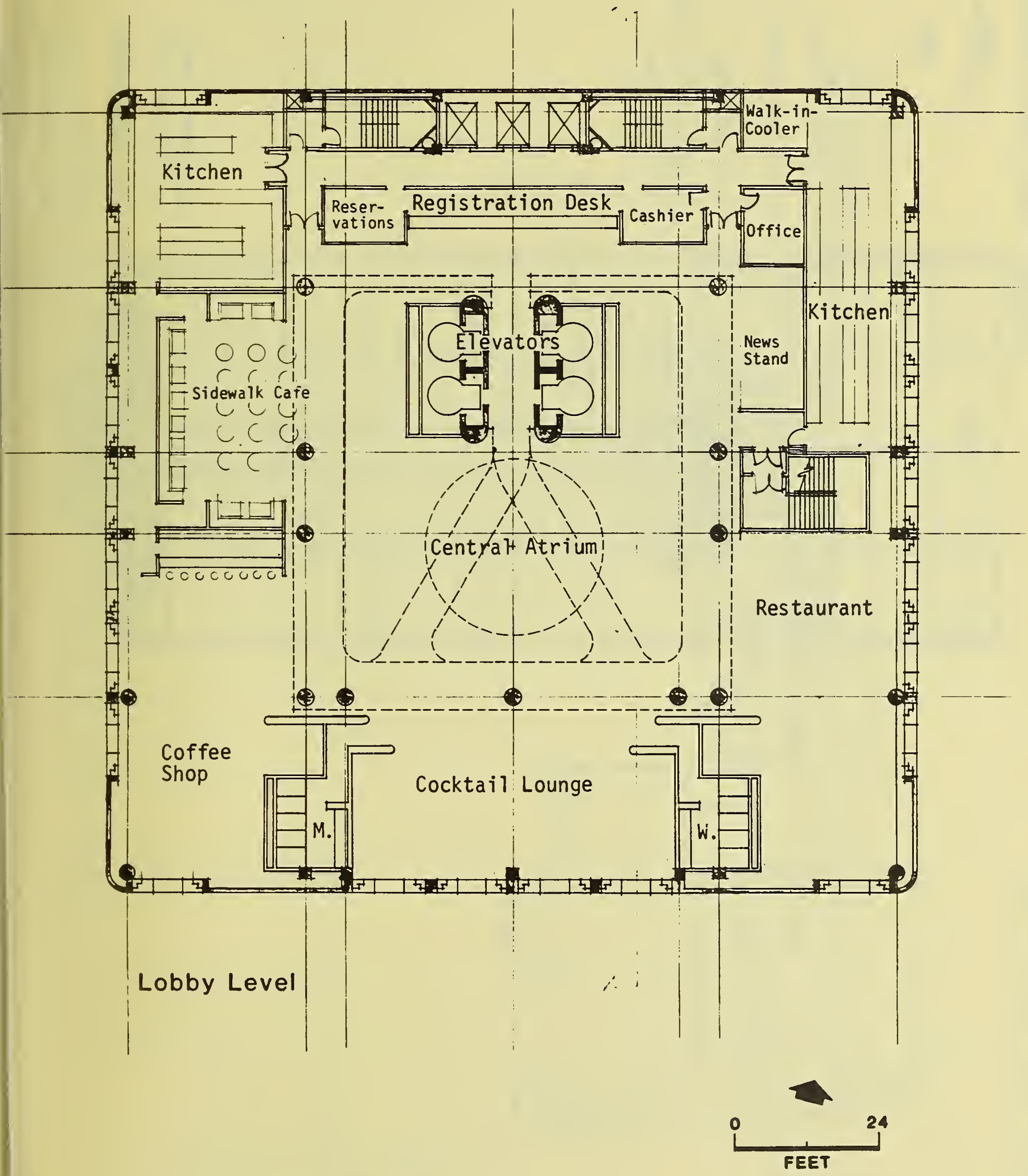
The proposed project would provide visitor lodging convenient to the downtown area, Chinatown, and Union Square. It would thus respond to the following policies in the Commerce and Industry Element: encourage development that provides substantial net benefits to the City, provide expanded employment opportunities for unskilled and semi-skilled City residents, and promote visitor trade and tourist-related activities. The project would respond to the policy expressed in the Urban Design Element of promoting visual harmony between adjacent buildings, but may not respond to the policy of relating the height of new development to the height of existing structures (see Figure 3). The project's circulation plan may not be supported by policies to reduce pedestrian hazards (see Figure 2, p. 3).

The project block is zoned Downtown General Commercial, C-3-G, where hotels are allowed uses. The Planning Code limits buildings in this district to a basic Floor Area Ratio (FAR) of 10:1; bonuses claimed for innovative design or provision of public amenities could result in an FAR in excess of 10:1. The project (293,481 sq. ft.), in combination with the existing Olympic Club (139,000 sq. ft.) on a 42,281 sq. ft. site, yields an FAR of about 10.2:1.



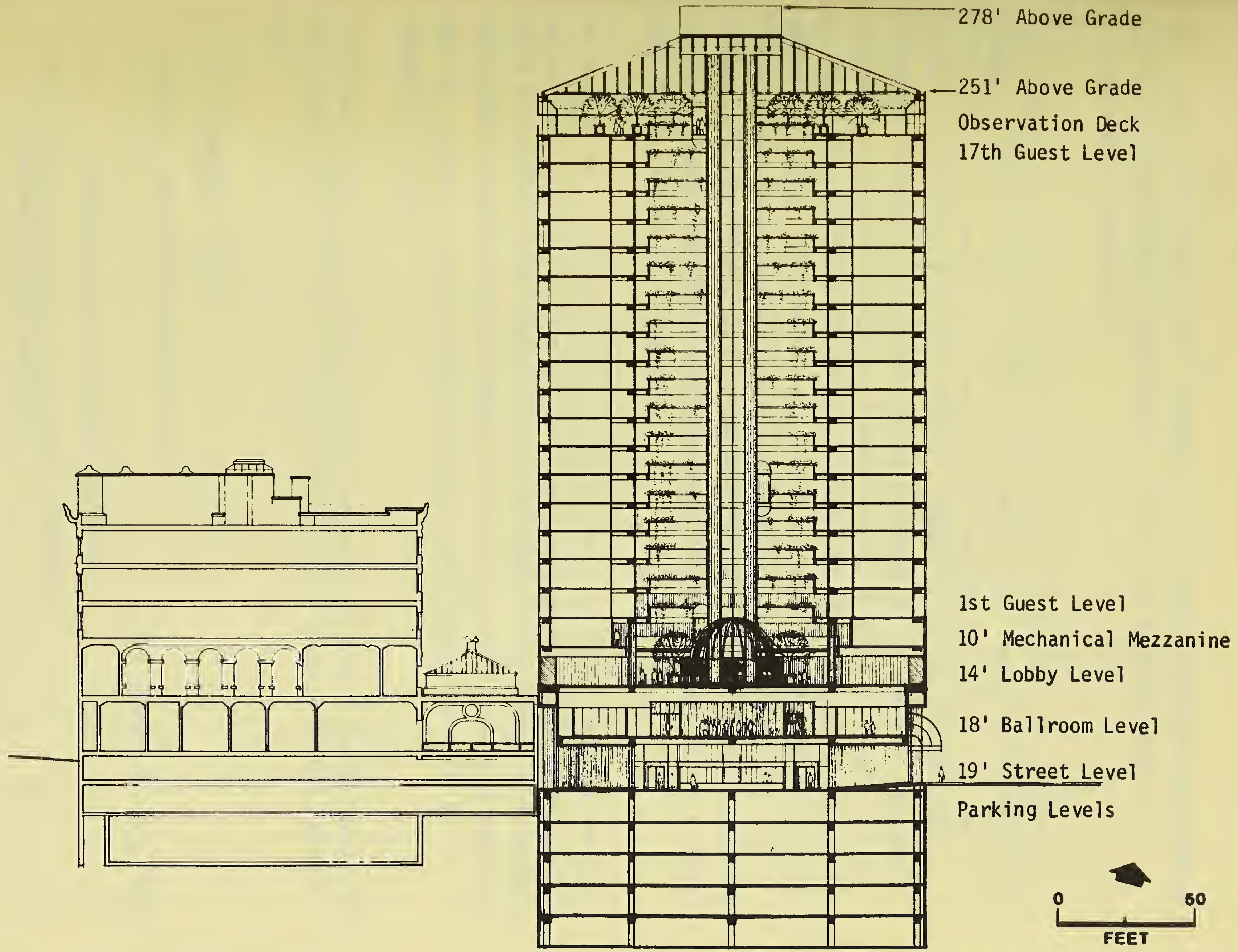
SOURCE: John Portman and Associates

FIGURE 3: Post Street Building Elevation



SOURCE: John Portman and Associates

FIGURE 4: Lobby Level Plan



SOURCE: John Portman and Associates

FIGURE 5: Post Street Section

The project would qualify for a 10,000 sq. ft. bonus, however, for providing a rooftop observation deck (see Figure 5, p.9). This would increase the allowable FAR to about 10.2:1.

The project site is in the 240-H Height and Bulk District. The length and diagonal dimensions of the project, 137 and 194 ft., respectively, would be within the limits set by the Planning Code (Section 270, Table 7). The project's height would be about 278 ft., measured from the average curb elevation on Post St. to the top of the structure at its center. Measured from the average curb elevation on Mason Street, it would be about 275 feet. The Planning Code limits the project's height to 240 ft., plus 16 feet for mechanical floors. The project would require either a minor deviation from Planning Code provisions for height measurement as a conditional use for a Planned Unit Development, or a Zoning Map Ordinance amendment for the building height. Project conformity with height and bulk restrictions of the Planning Code will be addressed in the EIR.

The project would include parking for the hotel, for retail uses included in the project, and for reserved use by Olympic Club members; 202 parking spaces would be located in five subsurface parking levels. The project would require conditional use authorization because more than 7% of the floor area would be used for parking. Parking issues related to the Planning Code will be addressed in the EIR.

The project would require discretionary review by the City Planning Commission under Resolution 8474, which requires review of all projects in the Downtown area.

B. ENVIRONMENTAL IMPACTS:

1. Land Use. Would the proposed project:

	Yes	Maybe	No	N/A	Disc.
a. Be different from surrounding land uses?			X		X
b. Disrupt or divide the physical arrangement of an established community?			X		X

The project site is three blocks south of Chinatown and one block west of Union Square. The neighborhood contains residential and tourist hotels, apartments, private clubs, offices, parking garages, restaurants, small retail uses, an educational institution, a car rental agency, and a church. Newer, large-scale uses, such as office buildings and tourist hotels, are interspersed with older and smaller-scale uses, such as the private clubs and the church.

The project would be in the Union Square Hotel District (see Figure 1, p. 2). The Hotel St. Francis is about one-half block southeast of the site. The Hilton Hotel is two blocks south. Four major hotels are proposed for the area: the Holiday Inn and the Hotel Ramada, about three and four blocks south of the site, respectively; and the Marriott Hotel and the Lyman Jee Hotel, both about five blocks southeast of the site in the Yerba Buena Center.

The project would replace a car rental agency and a three-story, 202-space public parking garage with a 374-room hotel and a 202-space parking garage.

The project's potential impact on the Tenderloin community, and the effect of cumulative hotel development in the downtown area, will be addressed in the EIR on the project.

2. Visual Quality and Urban Design. Would the proposed project:

		Yes	Maybe	No	N/A	Disc.
a.	Obstruct or degrade any scenic view or vista open to the public?			X		X
b.	Reduce or obstruct views from adjacent or nearby buildings?	X				X
c.	Create a negative aesthetic effect?		X			X
d.	Generate light or glare affecting other properties?			X		X

The project would neither obstruct nor degrade any scenic view open to the general public. Existing buildings obstruct distant views from sidewalks and streets in the project vicinity. The closest public open space affording scenic views is Union Square, one block southeast of the site; the project would not block any scenic views available from Union Square.

The project would reduce and obstruct views from adjacent and nearby buildings. Views available from these locations are primarily of the urban streetscape in the site vicinity. Bay views may be available from the upper floors of several nearby buildings. The extent to which these views would be blocked by the project will be described in detail in the EIR on the project.

The project would be large in relation to adjoining structures. The apparent size of the project, as viewed from street level, would not be reduced by setbacks. Street-level views of the project will be presented and discussed in the EIR on the project.

The project would contain no reflective glass or high-intensity lighting, and so would not impose a reflective or glaring light on adjacent properties. It would introduce new light at night from windows in the structure.

3. Population/Employment/Housing. Would the proposed project:

		Yes	Maybe	No	N/A	Disc.
a.	Alter the density of the area population?	X				X
b.	Have a growth-inducing effect?	X				X
c.	Require relocation of housing or businesses, with a displacement of people, in order to clear the site?	X				X
d.	Create or eliminate jobs during construction and operation and maintenance of the project?	X				X
e.	Create an additional demand for housing in San Francisco?		X			X

The project would increase the number of people permanently employed on the site from 13 to about 320./1/ The existing parking garage and car rental agency businesses and their employees would be displaced; the project sponsor has not provided for relocation of these businesses. The project's estimated 320 "primary" tourist hotel-sector jobs would create an unknown number of "secondary" jobs in the City's tourist services sector. Although many of the jobs created by the project could be filled by unemployed residents of

San Francisco, direct and indirect growth-inducing effects would result from the higher level of employment on the project site and the subsequent need for housing and various support services. Housing demand, direct and indirect employment, fiscal impacts, and growth inducement will be addressed in the EIR.

4. Transportation/Circulation. Would the construction or operation of the project result in:

	Yes	Maybe	No	N/A	Disc.
a. Change in use of existing transportation systems?	X				X
b. An increase in traffic which is substantial in relation to existing loads and street capacity?		X			X
c. Effects on existing parking facilities, or demand for new parking?	X				X
d. Alteration to current patterns of circulation or movement of people and/or goods?	X				X
e. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	X				X
f. A need for maintenance or improvement or change in configuration of existing public roads or facilities?			X		
g. Construction of new public roads?			X		

The project would increase use of existing transportation systems, including freeways, local streets, and transit systems that serve downtown San Francisco. The EIR will contain projections of the number of passenger and vehicle trips generated by the proposed project; an analysis of the impacts of these trips on streets, freeways, and intersections; the effects of the project on pedestrian movements in the project vicinity; and project and cumulative impacts on the local Muni transit routes and on regional systems.

The project's street-level plan is shown in Figure 4, p. 8. Vehicular access to the site would be via drives on Mason and Post Sts. Egress from the site would be via an exit drive on Post St. Loading docks for two trucks would be located off Mason St. north of Post St. The impact of the entrance and exit drives on vehicular and pedestrian circulation will be analyzed in the EIR.

The project would include a 202-stall parking garage, and would eliminate about 202 existing spaces. On-site parking would be inadequate for hotel guests, the Olympic Club members, and project employees. The EIR would contain a projection of parking and loading demand, including the effect of removing the existing parking garage.

5. Noise.

	Yes	Maybe	No	N/A	Disc.
a. Would the proposed project result in generation of noise levels in excess of those currently existing in the area? (During construction)	X				X
b. Would existing noise levels impact the proposed use?		X			X
c. Are Title 25 Noise Insulation Standards applicable?	X				X

Demolition, excavation, and building construction would increase noise in the site vicinity for about 24 months. Throughout construction, trucks would haul debris away from the site and bring building materials to it. The San Francisco Noise Ordinance limits noise from powered construction equipment, except impact tools, to 80 dBA, measured at 100 ft./1/ The ordinance also limits the allowable noise between 8 p.m. and 7 a.m. to 5 dBA above the ambient noise level, measured at the property line, unless the San Francisco Department of Public Works issues a special permit.

The project would probably require piledriving; this generates peak noise at impact of up to 110 dBA, measured at 50 ft. Piledriving would interfere with speech and concentration, and would annoy construction workers and others present in the project vicinity. Project and cumulative construction noise in the project vicinity will be addressed in the EIR on the project.

Noise would not exceed existing levels after project completion. The downtown San Francisco noise environment is dominated by vehicular traffic noise. Traffic generated by the project would increase traffic noise by less than 1 dBA. A 1 dBA increase in environmental noise is imperceptible to the untrained human ear.

The Environmental Protection Element of the Comprehensive Plan, which indicates an existing day-night average noise level (Ldn) of 70 dBA on Post St., contains guidelines for determining the compatibility of land uses with various noise environments./2/ For hotels the guidelines recommend no special noise control measures at exterior noise levels of less than 60 dBA (Ldn). The exterior noise level at the hotel would exceed 60 dBA (Ldn), so the guidelines recommend a detailed analysis of the noise reduction requirements of the building structure and the necessary noise insulation features of the building design.

Title 25 of the California Administrative Code, Noise Insulation Standards, applies to all new hotels. The acceptable outdoor noise level for hotels is a Community Noise Equivalent Level (CNEL) of 60 dBA./3/ The exterior noise environment of the site exceeds 60 dBA CNEL at street level. The project would require an acoustical analysis to show that the maximum interior noise level would be 45 dBA with windows closed. Compliance with Title 25 would satisfy the recommendations of the Environmental Protection Element. The project sponsor has acknowledged that the project would be constructed to conform with Title 25 Noise Insulation Standards, so no further analysis of interior noise levels is needed in the EIR.

NOTES - Noise

/1/ Decibel (dB) is a logarithmic unit of sound energy intensity. Sound waves, traveling outward from a source, exert a force known as sound pressure level (commonly called "sound level"), measured in decibels. dBA refers to decibel measurement, corrected electronically for the variation in frequency response of the typical human ear at commonly encountered noise levels.

/2/ Ldn is an averaged sound level measurement, based on human reaction to cumulative noise exposure over a 24-hour period. It takes into account the greater annoyance of nighttime noise by adding 10 dBA to the ambient sound level measured between 10 p.m. and 7 a.m.

/3/ Community Noise Equivalent Level (CNEL); similar to Ldn except that sound level measurements taken between 7 p.m. and 10 p.m. are weighted 5 dBA higher than daytime sounds, in addition to the 10 dBA 10 p.m. to 7 a.m. weighting.

6. Air Quality/Climate. Would the proposed project result in:

	Yes	Maybe	No	N/A	Disc.
a. Violation of any ambient air quality standard or contribution to an existing air quality violation?	X				X
b. Exposure of sensitive receptors to air pollutants?		X			X
c. Creation of objectionable odors?			X		
d. Burning of any materials including brush, trees, or construction materials?			X		
e. Alteration of wind, moisture, or temperature (including sun shading effects), or any change in climate, either locally or regionally?	X				X

Air Quality/Climate

Asphalt, oil-based architectural coatings, and paints, if used in project construction, would emit hydrocarbons. Diesel-powered construction equipment would emit (in decreasing order by weight) nitrogen oxides, carbon monoxide, sulfur oxides, hydrocarbons, and particulate. Dust from construction activities may affect nearby sensitive receptors. The temporary effects of project construction on air quality in the project vicinity will be addressed in the EIR.

Concentrations of pollutants generated by other construction in the project vicinity would decrease rapidly with distance from the source, but may add sufficiently to project emissions to cause annoyance and to affect sensitive receptors. This issue will be addressed in the EIR.

When occupied, the project would generate additional vehicular traffic that would emit carbon monoxide, hydrocarbons, nitrogen oxides, particulate, and sulfur oxides./1/ Natural gas used by the project for water heating and space heating would also emit (in decreasing order by weight) nitrogen oxides, carbon monoxide, particulate, hydrocarbons, and sulfur oxides./1/ Project emissions would add to local and regional accumulations of pollutants during adverse meteorological conditions, such as inversions. The contribution of the project to degradation of local air quality, its effect on sensitive receptors, and cumulative air quality effects will be analyzed in the EIR.

Shadows and Wind

Shadows cast by the project would largely coincide with shadows cast by existing buildings in the project area, but would create some new shadow. The project would shade the adjacent Marines Memorial Building during all seasons of the year for most of the day. In spring and fall, the project would create new shadows on Taylor, Sutter, and Mason Sts., and would shade the facades of buildings facing the site across Mason St. On summer afternoons, the project would create new shadows on Mason St. At no time would the project shade an existing public park or plaza. A detailed analysis of shadows created by the project, accompanied by shadow diagrams of the project vicinity, will be included in the EIR.

The project would alter wind ratios at street level, probably increasing west winds along Post St. Wind alteration and its effects on project occupants, adjacent property, and pedestrians will be evaluated in the EIR.

NOTES - Air Quality/Climate

/1/ U. S. Environmental Protection Agency, 1975, Compilation of Air Pollutant Emission Factors.

7. Utilities and Public Services. Would the proposed project have an effect upon, or result in a need for new or altered, governmental services in any of the following:

	Yes	Maybe	No	N/A	Disc.
fire protection			X		X
police protection			X		X
schools			X		X
parks or other recreational facilities			X		X
maintenance of public facilities			X		X
power or natural gas			X		X
communications systems			X		X
water			X		X
sewer/storm water drainage			X		X
solid waste collection and disposal			X		X

Fire Protection: No additional Fire Department personnel or equipment would be required to serve the project. The fire stations near the site, listed in order of response to a call from the site, are Station 3 at 1067 Post St., Station 41 at 1325 Leavenworth St., and Station 1 at 416 Jessie St. Maximum response time from these stations would be three minutes, four minutes, and four minutes, respectively. High-pressure hydrants are located at the southeast corner of Post and Taylor Sts., the southeast corner of Mason and Sutter Sts., the northeast corner of Mason and Geary Sts., and the northwest and southeast corners of Post and Powell Sts. Three low-pressure hydrants exist on the project block, including one on the site. Three others are located within one block of the site. These hydrants would be adequate to serve the project; no new improvements or expansions would be required./1/

The project would not affect cumulative fire service in downtown San Francisco. New highrise buildings must comply with the Life Safety provisions of the San Francisco Building Code, so most fires in these buildings can be expected to require minimum response by the Fire Department. This building would be Type 1 construction /2/, so the chance of fire spreading from building to building is relatively small. Replacing older, more vulnerable, low occupancy structures with higher quality, greater occupancy high-rise buildings probably has no measureable effect on fire protection demand./3/

Police Protection: The proposed project would increase population and private property on the site, thus increasing the opportunity for crime. The project site is located in the Central Police District and Reporting Area 352; the Central Police Station is located at 766 Vallejo. The project area is patrolled at all hours by one radio-dispatched patrol car. Reporting Area 352 experiences more crime annually than the average for San Francisco, but is not among the highest crime areas. Residential and hotel burglaries are the most frequently reported crimes. The Police Department recommends that the project include adequate security systems and that hotel guests be informed of the risks of walking through the Tenderloin area south of the project site. The project would not create a need for additional Police Department resources./4/

Parks and other Recreational Facilities: The project would include no residential units, so it would generate no need for residential recreational facilities. Tourists wishing to visit a park in the project area may visit Union Square, the nearest public open space to the project site (see Figure 1, page 2).

Water: The project could be served from either the eight-inch main under Mason St. or the six-inch main under Post St. The project would require about 58,000 gallons per day (gpd) of water at the anticipated occupancy rate of 78%. The mains serving the site have sufficient capacity and pressure to meet the additional demand created by the project./5/

Sanitary/Storm Sewer: The site is served by three-foot by five-foot brick sewers under Post St. and under Mason St. The project would generate about 58,000 gpd of wastewater at 78% occupancy; sewers serving the site have sufficient capacity to carry these additional flows. No expansion of the existing collection and treatment system would be necessary./6,7/

Solid Waste Disposal: The project would generate about 700 pounds per day of solid waste at 78% occupancy. The Golden Gate Disposal Company, which serves the site, anticipates no problems in meeting the additional collection demand./8/ A trash compactor would be used to reduce the volume of solid waste generated by the project (see Figure 2, p. 3). Solid waste disposal impacts depend on the eventual selection of a disposal method or site for San Francisco's solid wastes./9/

NOTES - Utilities and Public Services

/1/ Joseph A. Sullivan, Chief, Division of Support Service, San Francisco Fire Department; letter, November 20, 1981.

/2/ Type 1 buildings have structural elements made of reinforced concrete, reinforced grouted masonry, reinforced hollow concrete masonry or steel; and the exterior walls, roofs, floors, and some inner walls are "fire-resistive incombustible construction" (San Francisco Building Code, Section 1801).

/3/ Information contained in this paragraph is provided by Bendix Environmental Research, Inc., Environmental Consultants and Fire Protection Engineers; confirmed by Emmet D. Condon, Deputy Chief, San Francisco Fire Department, September 24, 1981.

/4/ Sergeant James Farrell, Planning and Research Division, San Francisco Police Department; telephone communication, November 30, 1981.

/5/ Jack E. Kenck, Manager, City Distribution Division, San Francisco Water Department; letter, November 25, 1981.

/6/ Don Hayashi, Director of Citizen Participation, San Francisco Clean Water Program; telephone communication, November 30, 1981.

/7/ Jim Walsh, Associate Civil Engineer, Division of Sewer System Design, San Francisco Clean Water Program; telephone communication, November 30, 1981.

/8/ Fiore Garbarino, Treasurer, Golden Gate Disposal Company; telephone communication, November 30, 1981.

/9/ Several new landfill sites are currently under consideration by the Board of Supervisors in addition to establishing a comprehensive recycling program and the possibility of constructing a waste-to-energy plant. Roger Boas, Chief Administrative Officer, Memorandum dated February 24, 1981.

8. Biology.

	Yes	Maybe	No	N/A	Disc.
a. Would there be a reduction in plant and/or animal habitat or interference with the movement of migratory fish or wildlife species?			X		X
b. Would the project affect the existence or habitat of any rare, endangered or unique species located on or near the site?			X		
c. Would the project require removal of mature scenic trees?			X		

The proposed project would not affect any plant or animal life or habitat.

9. Land. (topography, soils, geology) Would the proposed project result in or be subject to:

	Yes	Maybe	No	N/A	Disc.
a. Potentially hazardous geologic or soils conditions on or immediately adjoining the site? (slides, subsidence, erosion, and liquefaction)			X		X
b. Grading? (consider height, steepness and visibility of proposed slopes; consider effect of grading on trees and ridge tops)	X				X
c. Generation of substantial spoils during site preparation, grading, dredging or fill?		X			X

The project site is not in a Special Geologic Study Area designated in the Community Safety Element of the Comprehensive Plan. The project sponsor would nevertheless prepare a geotechnical study of the site that would reveal any geologic or seismic hazards and describe subsurface conditions. The project sponsor would comply with any compensating structural design recommendations based on the geotechnical study.

The project sponsor would ensure that project construction complied with the San Francisco Building Code and the Excavation Standards of the California Occupational Safety and Health Agency. Section 2903.4 of the Building Code specifies that "the foundation type of any building or structure shall be selected with due consideration given to subsurface conditions and requirements for the structural behavior." The project's structural design would be required to meet the minimum safety requirements for lateral seismic forces (San Francisco Building Code, Section 2313 and 2314.D.1). This would be done by the project sponsor, so no further analysis is needed in the EIR.

The effect of seismic activity on glass panels in the building's curtain wall is not now known and will be analyzed in the EIR.

The total amount of material to be removed from the site is not now known. Excavation and grading required for the underground parking would entail removal of about 21,000 cu. yds. of dirt (see Figure 5, p. 9). Demolition of the existing parking lot would result in the removal of used concrete and pavement from the site. Material removed from the site would be disposed of at an approved disposal site.

10. Water. Would the proposed project result in:

		Yes	Maybe	No	N/A	Disc.
a.	Reduction in the quality of surface water?			X		X
b.	Change in runoff or alteration to drainage patterns?			X		X
c.	Change in water use?	X				X
d.	Change in quality of public water supply or in quality or quantity (dewatering) of groundwater?		X			X

Current water use is estimated to be less than 1,000 gpd. Projected water use for the project is about 58,000 gpd.

The site is now covered with impervious surfaces, so the project would not produce any changes in the quantity of runoff or in drainage patterns. Water quality of surface runoff would probably be improved by removing the existing open parking lot as a source of contaminants from automobiles (e.g. oils, greases, and heavy metals).

Dewatering may be required during construction. The effects of dewatering on adjacent buildings are not now known and will be analyzed in the EIR.

11. Energy/Natural Resources. Would the proposed project result in:

		Yes	Maybe	No	N/A	Disc.
a.	Any change in consumption of energy?	X				X
b.	Substantial increase in demand on existing energy sources?			X		X
c.	An effect on the potential use, extraction, conservation or depletion of a natural resource?		X			X

The project would require energy for its construction, including fuel for power construction equipment, labor, and the energy embodied in building materials selected for the structure. When occupied, the project would increase annual energy consumption in downtown San Francisco by providing about 293,000 square ft. of new floor space on the project site for hotel and retail use. The detailed final design of the project is not yet available, so no projections of the project's operational energy consumption and energy efficiency can be made. The project would be designed to conform to Title 24 Energy Conservation Standards for New Non-Residential Buildings (California Administrative Code). Energy requirements for project construction and operation will be analyzed in the EIR.

Although the project's energy demand would not have a substantial effect on resource extraction, it would contribute to cumulative energy consumption that will result in depletion of nonrenewable energy resources. Shadows from the

structure could reduce the feasibility of future active solar energy collection installations in some nearby off-site locations. Shadow effects and cumulative energy consumption impacts on downtown San Francisco will be addressed in the EIR. No other natural resources would be directly affected.

12. Hazards. Would the proposed project result in:

		Yes	Maybe	No	N/A	Disc.
a.	Increased risk of explosion or release of hazardous substances (e.g., oil, pesticides, chemicals or radiation), in the event of an accident, or cause other dangers to public health and safety?			X		
b.	Creation of or exposure to a potential health hazard?			X		
c.	Possible interference with an emergency response plan or emergency evacuation plan?		X			X

The project would result in greater numbers of people on the site, which would increase the difficulty of evacuating people in an emergency. The hazard mitigation measure committed to by the project sponsor would partially mitigate this impact.

13. Cultural. Would the proposed project:

		Yes	Maybe	No	N/A	Disc.
a.	Include or affect a historic site, structure or building?			X		X
b.	Include or affect a known archaeological resource or an area of archaeological resource potential?			X		X
c.	Cause a physical change affecting unique ethnic or cultural values?			X		

The project is located in an area containing several architecturally significant or historic structures (see Figure 1, p. 2). Settlement of soil as a result of project construction could damage these buildings. Mitigation measures have been proposed as part of the project, however, to prevent such damage and to repair any damage that were to occur. Historic buildings in the project vicinity, their architectural and historic ratings, and the project's visual conformity with these structures will be described in the EIR.

No archaeological resources are known to exist on the site; it is inland of the 1849 shoreline and within the area destroyed in the 1906 fire./1/ The project sponsor has agreed to mitigation measures that would protect any archaeological resources discovered on the project site (see p. 29).

NOTE - Cultural

/1/ Oscar Lewis, 1966, San Francisco: Mission to Metropolis.

C. MITIGATION MEASURES:

	Yes	No	Disc.
Are mitigation measures included in the project?	X		X
Are other mitigation measures available?	X		X

Mitigation measures will be developed for adverse project impacts identified in the EIR. Mitigation measures included in the project at this time follow.

INCLUDED IN THE PROJECT

URBAN DESIGN

- Pedestrian amenities would include street trees and sidewalk plantings.

- The project's facade would continue some of the horizontal lines of the adjacent Olympic Club Hotel, would echo the keystone arches of some of its windows, and would be finished with brick similar in color and style to that of the Olympic Club (see Figure 3, p. 7).

TRANSPORTATION/CIRCULATION

- The project sponsor and construction contractor would meet with the Traffic Engineering Division of the Bureau of Engineering and with the Office of Environmental Review to determine traffic mitigation measures to reduce traffic congestion during construction.

- Pacific Gas and Electric Company would coordinate work schedules with other utilities requiring trenching so that street disruption would take place during weekends and off-peak hours. This would be done through the San Francisco Committee for Utility Liaison on Construction and other Projects (CULCOP).

NOISE

- Enclosures or barriers would be provided for all stationary equipment (such as compressors).

AIR QUALITY AND CLIMATE

- Unpaved demolition and construction areas would be wetted at least twice a day with complete coverage during excavation to reduce dust emissions. This would reduce particulate emissions (dust) by about 50%.

- The general contractor would maintain and operate construction equipment in such a way as to minimize exhaust emissions. During construction, trucks in loading or unloading queues would be kept with their engines off when not in use to reduce vehicle emissions.

UTILITIES AND PUBLIC SERVICES

- The project would incorporate all emergency response systems stipulated by the Life Safety Code, including fire alarms, an emergency communication system, an emergency power supply, and an on-site emergency water supply. These measures would reduce hazards to building occupants during an earthquake or fire.

- The building would be equipped with a central trash compactor to reduce the volume of solid waste requiring storage and transportation. Separate storage facilities would be provided for recyclable waste material.

LAND (Topography, Soils, Geology)

- Foundation and structural design studies would be conducted for the building by a California licensed structural engineer and a geotechnical consultant. The project sponsor would follow the recommendations of these studies during the final design and construction of the project.

- The project sponsor would post a surety bond, if required by the San Francisco Department of Public Works, before issuance of a permit to excavate. Such a bond would protect the City against damages to City-owned sidewalks, streets and utilities.

- The project sponsor would require the contractor and sub-contractors to obtain a Faithful Performance and Payment Bond, if proper financial capability is not evident, and to be responsible for any damage to existing buildings which might result from excavation. This bond would protect the project sponsor and owners of adjacent properties if any damage to these properties were to result from construction activities.

- Excavation pit walls would be shored up and protected from slumping or lateral movement of soils into the pit.

- If dewatering were to be necessary, the City would require a lateral and settlement survey to monitor any movement or settlement of surrounding buildings and adjacent streets during the dewatering. Control lines and benchmarks would be established for monitoring horizontal and vertical movement. Costs for the survey and any necessary repairs to services under the streets would be borne by the contractor.

ENERGY

- Electrical appliances would be chosen on the basis of energy efficiency.

- Openable windows would be installed for ventilation.

- Recyclable materials would be separated and recycled to reduce solid waste generation by the project, conserve natural resources, and recover some of the energy embodied in the materials recycled.

HAZARDS

- An evacuation and emergency response plan would be developed by the project sponsor in consultation with the Mayor's Office of Emergency Services to ensure coordination between the City's emergency planning activities and the project's plan, and to provide for building occupants in an emergency. The project's plan would be reviewed by the Office of Emergency Services and implemented by building management before a final building permit is issued by the Department of Public Works.

CULTURAL

- Should evidence of cultural or historic artifacts of significance be found during project excavation, the Environmental Review Officer and the President of the Landmarks Preservation Advisory Board would be notified. The project sponsor would select an archaeologist to help the Office of Environmental Review determine the significance of the find and whether feasible measures, including appropriate security measures, should be implemented to preserve or recover such artifacts. The Environmental Review Officer would then recommend specific mitigation measures, if necessary, and recommendations would be sent to the State Office of Historic Preservation. Excavation or construction which might damage the discovered cultural resources would be suspended for a maximum of four weeks to permit inspection, recommendation and retrieval, if appropriate.

D. ALTERNATIVES:

	Yes	No	Disc.
Were other alternatives considered:	X		X

Alternatives to the proposed project include:

- The No-Project alternative that would retain the existing parking garage and the car rental agency;
- The Guiding Downtown Development alternative that would conform to "Guiding Downtown Development" (City and County of San Francisco, 1981);
- An All Housing alternative that would provide housing instead of a hotel;
- A Partial Housing alternative that would include both residential housing and hotel;
- A Code alternative that would conform to the City Planning Code;
- Design alternatives that would contain the same uses and square footage as the project, with a different spatial arrangement or appearance;

These alternatives will be addressed in the EIR.

E. MANDATORY FINDINGS OF SIGNIFICANCE:

		Yes	No	Disc.
1.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal, or eliminate important examples of the major periods of California history or prehistory?		X	
2.	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?		X	
3.	Does the project have possible environmental effects which are individually limited, but cumulatively considerable?	X		X

		Yes	No	Disc.
4.	Would the project cause substantial adverse effects on human beings, either directly or indirectly?		X	
5.	Is there a serious public controversy concerning the possible environmental effect of the project?		X	

The project has several environmental effects, such as increased traffic, increased emission of air pollutants, increased shadow, and increased wind ratios. These effects may be limited when considered separately, but their combined effect would result in a change in the environment in the vicinity of the site.

he basis of this initial evaluation:

☐ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

☐ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers____, in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

☑ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Robert W. Passmore
Assistant Director-Implementation

for

Dean Macris
Director

Date: 3/9/82

DISTRIBUTION LIST

REGIONAL AGENCIES

Association of Bay Area Governments
Hotel Claremont
Berkeley, California 94705

Bay Area Air Quality Management District
939 Ellis Street
San Francisco, California 94109
Attention: Irwin Mussen

Bay Area Rapid Transit District
800 Madison Street
Oakland, California 94607

California Archaeological Survey
Northwest Information Center
Department of Anthropology
Sonoma State University
Rohnert Park, CA 94928

Golden Gate Bridge Highway and Transportation District
P.O. Box 9000, Presidio Station
San Francisco, California 94129

Metropolitan Transportation Commission
Hotel Claremont
Berkeley, California 94705

San Francisco Bay Transportation Terminal Authority
P.O. Box 3366, Rincon Annex
San Francisco, California 94119
Attention: Herb Okubo

San Mateo County Transit District
400 South El Camino
San Mateo, California 94402

Alameda-Contra Costa Transit District
508 - 16th Street
Oakland, California 94612

CITY AND COUNTY OF SAN FRANCISCO

City Planning Commission
100 Larkin Street
San Francisco, California 94102
Attention:
  Toby Rosenblatt, President
  Susan Bierman
  Norman Karasick, Alternate
  Eugene Kelleher, Alternate
  Jerome Klein
  Yoshio Nakashima
  C. Mackey Salazar
  Lee Woods, Commission Secretary

San Francisco Landmarks Preservation Advisory Board
100 Larkin Street
San Francisco, CA 94102
Attention:
  Patrick McGrew, President
  Phillip P. Choy
  David M. Hartley
  Carolyn Klemeyer
  Jean E. Kortum
  Elizabeth de Losada
  John Ritchie
  Ann Sabiniano
  Walter Sontheimer
  Jonathan Malone, Secretary

San Francisco Water Department
Distribution Division
425 Mason Street
San Francisco, California 94102
Attention: John Kenck, Manager

San Francisco Fire Department
260 Golden Gate Avenue
San Francisco, California 94102
Attention: Joseph Sullivan, Chief
  Support Services

San Francisco Police Department
Planning and Research Division
850 Bryant Street
San Francisco, California 94103
Attention: Sgt. Paul Libert

San Francisco Department of
Public Works
Traffic Engineering Division
460 McAllister Street
San Francisco, California 94102
Attention: Scott Shoaf

San Francisco Bureau of
Building Inspection
450 McAllister Street
San Francisco, CA 94102
Attention: Robert Levy, Superintendent

San Francisco Department of
Public Works
Mechanical Section
45 Hyde Street, #222
San Francisco, California 94102
Attention: Ray G. Danehy

MUNI Planning Division
949 Presidio Avenue, #204
San Francisco, California 94115
Attention: Susan Chelone

San Francisco Committee for
Utility Liaison on Construction
and Other Projects (CULCOP)
c/o GES - Utility Liaison
City Hall, Room 363
San Francisco, California 94102
Attention: Herman Beneke

Economic Development Council
552 McAllister Street
San Francisco, California 94102
Attention: Richard Goblirsch

San Francisco Public Utilities
Commission
949 Presidio Avenue
San Francisco, California 94115
Attention: Flint Nelson

San Francisco Public Utilities
Commission
City Hall, Room 287
San Francisco, California 94102
Attention: Richard Sklar

San Francisco Real Estate Department
450 McAllister Street, Room 600
San Francisco, California 94102
Attention: Wallace Wortman
Director of Property

GROUPS & INDIVIDUALS

American Institute of Architects
Northern California Chapter
790 Market Street
San Francisco, California 94102

Bay Area Council
348 World Trade Center
San Francisco, California 94111

Building Owners and Managers
Association
690 Market Street
San Francisco, California 94104
Attention: Elmer Johnson

Building Service Employees Union
Local 87
240 Golden Gate Avenue
San Francisco, California 94102

Charles Hall Page and Associates
364 Bush Street
San Francisco, California 94104

David Caprone
Lincoln Property Company
220 Sansome Street
San Francisco, California 94104

Joseph Coriz
2853 22nd Street
San Francisco, California 94110

Downtown Senior Social Services
295 Eddy Street
San Francisco, California 94102

Downtown Association
582 Market Street
San Francisco, California 94104
Attention: Lloyd Pflueger, Mgr.

Economic Opportunity Center
District Council V
1173 Mission Street
San Francisco, California 94103
Attn: Lee Meyerzove, Chairman

Environmental Impact Planning Corp.
319 Eleventh Street
San Francisco, California 94103

The Foundation for San Francisco's
Architectural Heritage
2007 Franklin Street
San Francisco, California 94109
Attention: Grant Dehart
Executive Director

Friends of the Earth
124 Spear Street
San Francisco, California 94105
Attention: Connie Parrish

Gray Panthers
944 Market Street
San Francisco, California 94102
Attention: W. Nunnally

Gruen Gruen & Associates
564 Howard Street
San Francisco, California 94105
Attention: Carrie George

Heller, Ehrman, White & McAuliffe
44 Montgomery Street, 32nd Floor
San Francisco, California 94104
Attention: Robert L. Gibney, Jr.

Sue Hestor
4536 - 20th Street
San Francisco, California 94114

Chris Lavdiotis
1919 28th Avenue
San Francisco, California 94116

Junior Chamber of Commerce
251 Kearny Street
San Francisco, California 94108

League of Women Voters
12 Geary Street, Room 605
San Francisco, California 94108

Legal Assistance to the Elderly
944 Market Street, #803
San Francisco, California 94102

North of Market Planning Coalition
295 Eddy Street
San Francisco, CA 94102

Mr. Gerald Owyang
1517 Reed Avenue, #2
San Diego, California 94118

San Francisco Beautiful
41 Sutter Street
San Francisco, California 94104
Attn: Mrs. H. Klussman, President

San Francisco Building and
Construction Trades Council
400 Alabama Street, Room 100
San Francisco, California 94110
Attention: Stanley Smith

San Francisco Chamber of
Commerce
465 California Street
San Francisco, California 94102
Attention: Richard Morten

San Francisco Ecology Center
13 Columbus Avenue
San Francisco, California 94111

San Francisco Labor Council
3068 - 16th Street
San Francisco, California 94103
Attention: Bernard Speckman

San Francisco Planning and Urban
Research Association
312 Sutter Street
San Francisco, California 94108

San Francisco Convention and
Visitors Bureau
1390 Market Street, Suite 260
San Francisco, California 94102
Attn: R. Sullivan, Manager

San Francisco Downtown Market Street
Improvement Association
17 Drumm Street
San Francisco, California 94111
Attention: Ralph Leon Isaacs

San Francisco Forward
690 Market Street
San Francisco, California 94104
Attention: Frank Noto

San Francisco Tomorrow
88 First Street, Room 600
San Francisco, California 94105

San Franciscans for Reasonable
Growth
88 First Street, Room 600
San Francisco, California 94105

San Francisco Retail Merchants
Association
582 Market Street, Suite 1001
San Francisco, California 94104

John Sanger & Associates
2340 Market Street
San Francisco, California 94114

Senior Escort Program
South of Market Branch
814 Mission Street
San Francisco, California 94103
Attention: Leslie Halford
Neighborhood Coordinator

Kent E. Soule
1180 Filbert Street, #204
San Francisco, California 94109

Paul Thayer
1033 Stanyon Street
San Francisco, California 94117

Timothy A. Tosta
333 Market Street, Suite 2230
San Francisco, California 94105

Steven Weiker
899 Pine Street, #1610
San Francisco, California 94108

Jeff Vance
Campeau Corp. of Calif.
681 Market Street
San Francisco, California 94105

Mrs. G. Bland Platt
339 Walnut Street
San Francisco, California 94118

Sierra Club
530 Bush Street
San Francisco, California 94105
Attention: Becky Evans

Tenants and Owners Development
Corporation
177 Jessie Street
San Francisco, California 94105
Attention: John Elberling

NEIGHBORING PROPERTY OWNERS

R.S. Cathcart
650 California Street, #2828
San Francisco, California 94108

Istvan Viragh
536 Mason Street
San Francisco, California 94102

Marines Memorial Assoc.
609 Sutter Street
San Francisco, California 94102

Bohemian Club
624 Taylor Street
San Francisco, California 94102

Ellen Hindes Bruck
1000 Mason Street, #601
San Francisco, California 94108

655 Sutter Associates
525 University Avenue
Palo Alto, California 94301

C. Dan Lange
351 California Street, #1008
San Francisco, California 94104

Richard A. Stephens
627 Sutter Street
San Francisco, California 94102

Clarence E. Musto, Jr.
535 North Point Street
San Francisco, California 94133

Press & Union League Club
555 Post Street
San Francisco, California 94102

Frances P. Lyons
1170 Sacramento Street
San Francisco, California 94108

The Pacific Lumber Company
c/o President
POB 7406
Rincon Annex
San Francisco, California 94108

First Congregation Society
491 Post Street
San Francisco, California 94102

Board of Equalization
350 McAllister Street
San Francisco, California 94102

MEDIA

San Francisco Bay Guardian
2700 19th Street
San Francisco, California 94110
Attn: Patrick Douglas, City Editor

San Francisco Chronicle
925 Mission Street
San Francisco, California 94103
Attention: Marshall Kilduff

San Francisco Examiner
110 5th Street
San Francisco, California 94103
Attention: Gerald Adams

San Francisco Progress
851 Howard Street
San Francisco, California 94103

The Sun Reporter
1366 Turk Street
San Francisco, California 94115

LIBRARIES

EPA Library
215 Fremont Street
San Francisco, California 94105
Attention: Jean Circiello

Government Documents Section
Stanford University Library
Stanford, California 94305

Government Publications Dept.
San Francisco State University
1630 Holloway Avenue
San Francisco, California 94132

Hastings College of the Law - Library
198 McAllister Street
San Francisco, California 94102

Institute of Government Studies
1209 Moses Hall
University of California
Berkeley, California 94720

Golden Gate University Library
550 Mission Street
San Francisco, California 94105

City College of San Francisco
Downtown Center
Fourth and Mission Streets
San Francisco, California 94103

San Francisco, Public Library (2c)
Documents Department
200 Larkin Street
San Francisco, California 94102
Attention: Faith Van Liere

University of San Francisco
Gleeson Library
Golden Gate and Parker Avenue
San Francisco, California 94115

Distribution List

PROJECT SPONSOR

Mr. Michael Erb, Director of
Development
Portman Properties
225 Peachtree Street, N.E.
Atlanta, Georgia 30303